









A BOKHARA coolie, and a hawker were brought before Mr. Wodehouse in the Police Court to-day, charged at the instance of a Chinese District Watchman with stealing a gold watch and chain and \$8, the property of a man named Frank Bynaster. The complainant said he saw Bynaster about 10 p.m. last night asleep in a kitchen in Sutherland street. The first prisoner, a Chinese, was taken to the watchman's house, and the other man lifted the European out of the vehicle, laid him on the ground and then proceeded to search him. When the complainant came up, the men bolted. The case was remanded.

The financial depression which has fallen on Hongkong has seriously affected Japan. Investors in Hongkong may perhaps derive some consolation from the fact that Japan has begun to recover. Three months ago, says the *Japan Mail*, everything pointed to very serious eventualities in the money market, but by skilful management the feeling of uneasiness has been dissipated. Public securities and the shares of companies are recovering from the depression that overtook them in the early part of the year, and confidence is said to be again restored. Add to this that the price of rice maintains the downward tendency noted in these columns some time ago, and it will not appear extravagant to say that things have mended. Our contemporary gives a table of fourteen important securities, out of which twelve show a marked appreciation.

M. Klosewski, Consul for France at Yokohama, who has just returned from Tonkin, whither he went to attend the inauguration of the statue of his father-in-law, Paul Bert, paid a visit to Hongkong and Kobay, in company with M. Nicolai, Administrative Principal of Cochinchina. *Le Courrier d'Haiphong* contains a very high-falutin description of their impressions. Our contemporary says that the cool is superior in two points to Takashina and Mito, and that in three months, instead of putting out 50 tons per day as at present, 800 tons will be put out. In the concessions of Hongkong and Kobay there are about 2,600 natives employed, four-fifths of whom are reclaimed pirates. *Le Courrier*'s description abounds with such words as phenomenal, extraordinary, marvellous, immense riches and so on, but as our contemporary is not altogether independent of the company, a good deal of discount must be made.

Advices by mail from Japan confirm the sad news already published of the death of Mr. Alfred Lister. It appears that Mr. Lister gradually sank from the time he left Hongkong until he died, at 8 a.m. on the 16th July, three hours before the *Belgia* arrived in Yokohama. It is needless to say that everything was done on board by the Doctor of the steamer, which medical skill could accomplish, and that the passengers from Hongkong did what was possible to assist the deceased in his last moments. Mr. Lister was unconscious for at least twelve hours before he died, and he passed away peacefully as a child going to sleep. Mr. Goodman made all the arrangements for the funeral at Yokohama, and a goodly number of old Hongkong friends followed the body to the cemetery. Among those who attended the funeral were—H. B. M. Consul (Mr. Kinsley), Mr. Moss (Consular Court), Messrs G. W. Baird and W. O. Bayne, Mr. Goodman (Attorney General, Hongkong), and Mr. A. Johnston, Governor from Hongkong, Messrs Gowers Robinson, Daniel, Holmes, E. Hart, the Doctor and Father of the *Belgia*, and several others.

Transcending communication with the North of the Chinese River is a little demoralized owing to the floods on the Yellow River. We are told that the lines are carried across the river on the backs of mules, and that when the river rises these floating supports were carried away with the natural sequence of the swamping of the wires. But we can hardly believe that an absurd and primitive method has been followed by the very competent engineers who constructed the Chinese telegraph line. *Shanghai Mercury*.

Viceroy Chang Chi Tung, in conjunction with the Governor of Hupien, has issued a proclamation to reduce pawnbrokers' interest from three and a half per cent. to two per cent. This is, in fact, to reduce from thirty-six and thirty per cent. per annum to twenty-four per cent. Such after the Viceroy's arrival at the seat of his government he directed his attention to pawnbroking. This he describes as the convenient institution that helps those who are in need. He speaks of it, in fact, as Europeans speak of banking. The poor, he says, of Hankow, Hanyang and Wuchang have not yet quite recovered from the three captures by the Taipings of thirty years ago. They are still poor and need money help to surmount difficulties. In these circumstances, the pawnbroker provides them with loans, but three per cent. a month is a very large interest to pay, and this has been hitherto the rate charged by some pawnbrokers. More than twenty establishments in Wuchang charge 25 per cent. and this in China always means per month. The interest charge three per cent. is high interest, and great distress to the poor is caused, so as soon as the Viceroy was seated in his new post he moved the Fostat and prefects with the district magistrate to confer with the pawnbrokers on a reduction. This was done and the result is the present system of pawnbroking, rates which are not only effect from the first of the 15th month. The Viceroy and Hupien governor claim to have arranged this out of pity for the borrowers and not to have feared to take from the rich and give what was due to the poor. *Shanghai Mercury*.

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## CORRESPONDENCE.

## SUNDAY WORK.

To the Editor of the "CHINA MAIL."

29th July, 1890.

SIR,—Having noticed a letter in your paper from "Shareholder," who talks of "chuckers out," and expecting me to work twelve hours a day and Sunday as well, allow me to ask him through your paper if he is a shareholder in any of the numerous steamship companies whose vessels trade to Hongkong. If he is, does he know that it is a usual thing, if not a duty, to pass over the officers of these vessels on duty from 5.30 to 6 p.m., with half an hour for each meal; and, more often than not, have to superintend cargo work from 6 p.m. to midnight or thereafter; or, if not working cargo leave just before midnight, and have a watch to keep. Sunday is usually the day of departure (not rest), and is therefore spent at sea; and, if not at sea, it is generally managed to have the ship in Hongkong, where the ship can work for nothing, whereas on a coasting voyage, a Customs permit costs and a ship can be entered on Sunday if arriving on that day.

Yet, in the face of these, I should imagine, well-known facts, "Shareholder" commiserates a poor case, as if it was the only and only case which had been brought to light in Hongkong. Would "Shareholder" commiserate the officers of these steamers in any of the lines? I question much.

It is amusing to note the attention paid to cases like Cooper's. Should an officer of a steamer complain of overwork, he receives no attention whatever. Hongkong's generosity reaches the Praya, no further. If it did reach further, Sunday labour would be a thing unknown and overtime could be paid for. Now in the Hongkong depends entirely on ships and sailors, and yet when a question like the Sunday labour question arises, affecting sailors to an enormous extent, it is passed on one side, or would be were it not for the energy of one man. Hongkong, as a general colony, does not hold a prominent position.

Trusting I am not encroaching on your kindness,—I am, yours truly,

DIVIDEND.

"Dividend" somewhat overlooks the fact that there has been a long continued agitation in this colony against Sunday labour in the harbour—an agitation which the Chinese had backed up through thick and thin and by every means in its power. The efforts made have not yet led to any definite results, but the battle is by no means lost. The movement is making good headway at home, where alone satisfaction can come.—Ed. W. M.]

## THE SIN NANGING STRATHLEVEN COLLISION.

The *Reinhardt*, which arrived here a week ago, reported having observed the *Sin Nanging* in a damaged condition. It appears the latter vessel had been in collision with the *Strathleven*. The following particulars are given by the *N. C. Daily News*—

The *Sin Nanging* left Shanghai on the 16th instant for Foochow, with a falling barometer and a strong S.E. wind, when off the *Island* at 8 p.m. she experienced a moderate S.E. breeze and fine clear weather. On the 17th at 2 p.m. the breeze freshened with thick weather, rain and rising S.E. sea, the vessel rolling heavily 3.05 p.m. very bad breaking seas, the wind rapidly rising and coming in fitful gusts, 4 p.m. the engines were slowed and at 4.10 p.m. the *Sin Nanging* came to anchor in Bullock Harbour in seven fathoms. The *Strathleven* came in and anchored ahead of her soon afterwards. At 5 p.m. there was heavy N.E. gale blowing with thick rain, the barometer had fallen to 29.43; 8 p.m. strong typhoon, with furious squalls and heavy rain, barometer 29.41; 9 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 10 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 11 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 12 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 1 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 2 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 3 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 4 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 5 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 6 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 7 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 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6 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 7 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 8 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 9 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 10 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 11 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 12 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 1 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 2 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 3 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 4 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 5 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 6 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 7 p.m. strong typhoon with furious squalls and heavy rain, barometer 29.41; 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## Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.  
TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship SUSSEX, 2,484 Tons Register, Captain Holt, will be despatched for VANCOUVER, B.C., and SAN FRANCISCO, CALIF., on THURSDAY, the 7th August, at Noon.

To be followed by a STEAMER, 2nd August; BATAVIA, 4th September; STRAITS OF BELLE ISLE, 16th Sept.; and ALEXANDRIA, 2nd October.

Connections will be made at Yokohama with Steamers from Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class fares granted as follows:—  
To Vancouver & Victoria (Mex.) \$100.00  
To San Francisco " " 100.00  
To Montreal, New York, &c. 200.00  
To Liverpool " " 275.00  
To London " " 285.00

To other European ports as proportionate rates.

Consular invoices to accompany Cargo destined to ports in the United States, should be sent to the Company's Office, addressed to Mr. D. B. HARRIS, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 6th August.

All parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 6 p.m. the day previous to sailing.

For information as to Passages or Freight, apply to  
ADAMS & BELL & Co., Agents.

Hongkong, July 24, 1890. 1316

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMALIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through bill of lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LADIES AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship STURLEY, Capt. G. W. F. BROWN, R.N., with His Majesty's mails, will be despatched from this office for LONDON and BOMBAY and SUEZ CANAL, on THURSDAY, 14th August, at Noon.

Cargo will be received on board until 4 p.m. on the day before sailing.

Silk and Valuable Goods will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. Tea will be sent either via Bombay or Colombo, according to arrangement.

For further Particulars apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This steamer takes Cargo and Passengers for MANRILLAS.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, July 28, 1890. 1331

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO, on THURSDAY, the 12th August, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

To be followed by the S.S. CHINA, 4th September.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to SAN FRANCISCO, VICTORIA, B.C., and PORTLAND, O., to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office at San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central, C. D. HARMAN, Agent.

Hongkong, July 10, 1890. 1289

## Mails.

NORDDEUTSCHER LOYD. NOTICE. STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG. PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through bill of lading for the principal places in RUSSIA.

ON WEDNESDAY, the 30th day of July, 1890, at 4 p.m., the Company's Steamship SACHSEN, Capt. K. v. GUSSE, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. on the 29th July. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to  
MULLERS & Co., Agents.

Hongkong, July 8, 1890. 1222

Intimations. HOW READY.

PRICE, \$1.00. NARRATIVE CHINESE FAMILY LAW BY E. H. PARKER.

Can be obtained from KELLY & WAUGH at Shanghai and Hongkong, at LANE, Crawford & Co., Hongkong, and at the China Mail Office.

NEW READY. VOLUNTEERS AND THE DEFENCE OF HONGKONG. A SKETCH.

PRICE, FIFTY CENTS. To be had at Messrs. LANE, CRAWFORD & Co.; Messrs. KELLY & WAUGH; and Messrs. W. BROWN & Co. August 14, 1890. 1582

STOCKS LIST—QUOTATIONS—JULY 20, 1890.

Stocks	Nos. of Shares	Value	Paid-up	Closing Quotations, Cash.
Hongkong and Shanghai Bank Corp.	50,000	\$ 125	all	\$210 1/2, pr. cum new issue.
New Issue		\$ 42.10	all	\$175

MAINE INSURANCES.  
Ganton Insurance Office Co., Ltd., 10,000 \$ 85.00 50-120, sales  
China Fire Insurance Co., Ltd., 24,000 \$ 25.35 25-70  
Chinese Insurance Co., Limited, 1,500 \$ 1,000 200 nominal  
North-China Insurance Co., Ltd., 200,000 \$ 100 100  
Straits Insurance Co., Ltd., 30,000 \$ 10 21-20  
Union Insurance Society Co., Ltd., 10,000 \$ 250 25-100  
Yangtze Insurance Association, Ltd., 8,000 \$ 100 all The 88 1/2

THE INSURANCES.  
China Fire Insurance Co., Ltd., 20,000 \$ 100 2-88 1/2  
Hongkong Fire Insurance Co., Ltd., 20,000 \$ 100 50-100  
Straits Fire Insurance Co., Ltd., 20,000 \$ 100 50-100, buyers  
FIRE AND MARINE INSURANCES.  
Singapore Insurance Company, Ltd., 40,000 \$ 10 2-80

BOOKS.  
H.K. & W. Wharfedale Dock Co., Ltd., 12,500 \$ 12 all 68 % prem.  
China and Manila S.S. Co., Ltd., 3,750 \$ 5 all 1115  
Douglas Steamship Co., Ltd., 20,000 \$ 5 all 87 1/2  
H.K. & W. Wharfedale Dock Co., Ltd., 10,000 \$ 10 all 37 1/2  
Indo-China S.S. Co., Ltd., 60,000 \$ 10 all 35 1/2, dis.  
Steam Launch Company, Limited, 2,000 \$ 5 30 par, buyers

REFINANCING.  
China Sugar Company, Limited, 15,900 \$ 10 all 1178  
Lazoo Sugar Company, Limited, 7,000 \$ 10 all 1103

WHEAT.  
O.K. & Kew, Wharfedale & Gdnwda Co., 20,000 \$ 10 all 881

LAND AND BUILDING.  
Hongkong Land Investment and Agency Co., Ltd., 30,000 \$ 100 50-100, sellers  
Kowloon Land and Building Company, 5,000 \$ 50 30-818, sellers

Peak Building Company, 1,000 \$ 7-10  
Richmond Terrace Building Co., 1,000 \$ 100 all 3200  
Shanghai Land Company, 1,000 \$ 10 20-718, 24  
West Point Building Co., Limited, 10,000 \$ 50 4-37  
Trust and Loan Co. of China &c., Ltd., 10,000 \$ 10 1-16-14  
1,250 1-16-10

TRAMWAYS.  
H.K. High-Level Tramways Co., Ltd., 1,200 \$ 10 all 1115

Jolebu Mining & Trading Co., Ltd., 4,500 \$ 5 all 83  
Jolebu & Sangha Dui Saman Mining Co., Ltd., 10,000 \$ 10 all 87 1/2

Schama Tin Mining Company, 115,000 \$ 5 2-33, sales  
Limited, 20,000 \$ 5 5-8

Société Française des Charbonnages du Tonkin, 8,000 Fcs. 50 1-5-10, buyers  
The Balmoral Gold Mining Co., Ltd., 15,000 \$ 10 all 81 1/2  
Lauria Mines, Limited, 175,000 \$ 10 15-30

PLANTATIONS, ETC.  
China-Borneo Company, Limited, 7,500 \$ 100 50-118, sales  
East Borneo Planting Co., Limited, 4,000 \$ 50 40-818, buyers  
Labuk Planting Company, Limited, 5,000 \$ 50 20 nominal  
Sungei Ruyat Planting Co., Ltd., 5,000 \$ 5 40-818, buyers  
H. O. Brown & Co., Limited, 6,000 \$ 50 all 145  
The Lagan Planting Co., Limited, 6,000 \$ 50 20 nominal

HOTELS, ETC.  
Austin Arms Hotel and Building Company, Limited, 4,000 \$ 50 50-33 1/2, dis.  
Hotel and Building Co., Ltd., 3,000 \$ 10 all 3200

Peak Hotel & Trading Co., Limited, 4,000 \$ 5 5-30-10  
Borneo Hotel and Stores Co., Ltd., 1,000 \$ 50 3-32 nom.  
Shamoon Hotel & Land Co., Ltd., 6,000 \$ 100 20-85, nom.

DISSEMINATIONS.  
A. S. Watson & Co., Limited, 50,500 \$ 1 all 3211  
Crusickbank & Co., Limited, 1,000 \$ 5 all 840, nom.

H.K. & W. Wharfedale Dock Co., Ltd., 10,000 \$ 10 10-11 1/2, sellers  
New Star Line Co., Ltd., 1,000 \$ 10 10-11 1/2, cash  
Hongkong Electric Co., Limited, 30,000 \$ 50 0-88, cash

BRICK AND CEMENT.  
Green Island Cement Co., Ltd., 20,000 \$ 50 all 850  
Hongkong Brick & Cement Co., Ltd., 4,000 \$ 25 25-10-15, nom.

AGENCY.  
A. G. Gordon & Co., Limited, 6,000 \$ 25 20-22  
Campbell, Moore & Co., Limited, 1,200 \$ 10 all 812  
Geo. Fenwick & Co., Limited, 6,000 \$ 25 25-25  
Hongkong Dairy Farm Co., Ltd., 3,000 \$ 50 all 820, nominal  
Hongkong & Shanghai Company, Limited, 5,000 \$ 50 all 810, sellers  
H.K. & W. Wharfedale Dock Co., Ltd., 10,000 \$ 50 all 810  
Marinbank Furniture Co., Ltd., 3,000 \$ 25 0 nominal

\* Founder's shares.

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Loan, 1890	\$1,504,700.14	1500	5 % p. annum	5 % prem. nominal.
Hongkong Loan, 1889	Tls. 767,200	Tls. 250	7 %	11 % prem.
Desertion.				
Hongkong Hotel, 1889	\$ 400,000.00	4500	5 %	1001

Hongkong, July 10, 1890. 1289

## Mails.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

ALSO LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 31st July, 1890, at Noon, the Company's S.S. OXUS, Commandant DUBOIS, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. on the 30th instant, 1890. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

CHAMPEAUX, Agent.

Hongkong, July 18 1890. 1285

Intimations. NOW ON SALE. INDEX TO THE CHINA REVIEW

VOLUMES I TO XII. 1.—LIST OF CONTRIBUTORS. 2.—ARTICLES. 3.—REVIEWS OF BOOKS. 4.—LIST OF AUTHORS REVIEWED.

PRICE, FIFTY CENTS. To be had at the China Mail Office, Messrs. KELLY & WAUGH, Messrs. LANE, CRAWFORD & Co., Hongkong; and Messrs. KELLY & WAUGH, Shanghai.

WASHING BOOKS. (In English and Chinese.) WASHMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price, \$1 each. CHINA MAIL OFFICE.

Mer Britannia Majesty's Ships on the China Station.

Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.O., Commander-in-Chief.

H. M. S. Ship's tonnage, displacements and effective horse powers are given according to H. M. Navy List.

Foreign Fleet on the China and Japan Station.

Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.O., Commander-in-Chief.

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## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour C.

Shipping or midway between each shore are marked 1., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the G. Works. 2. From G. Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to P. and O. Co.'s Office. 6. From P. and O. Co.'s Office to the Naval Yard.

Section. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to North Point. 10. Kowloon Wharf. 11. Jardine's Wharf.

Vessel's Name	Flag	Captain	Flag and Rig	Tons	Guns	H.P.	Date of Arrival	Engineers or Agents	Destination	Remarks
Albany	Brit.	Ellis	str.	1402	22	3180	July 22	Russell & Co.	Sydney, &c.	To-morrow
Alvino	Brit.	Porter	str.	1489	29	3180	July 29	Adams, Bell & Co.	Haitow, &c.	To-morrow
Amigo	Brit.	Bondixen	str.	400	20	2180	July 22	Widder & Co.		
Astington	Brit.	Brühl	str.	771	26	3180	July 26	A. G. Morris		
Avechie	Brit.	Zindel	str.	809	26	3180	July 26	Stamensen & Co.		
Chow Fa	Brit.	Phillips	str.	1059	24	3180	July 24	G. Morris		
Cicero	Brit.	George	str.	1060	20	3180	July 20	Arnold, Karberg & Co.		
Comopolit	Brit.	Schall	str.	551	22	3180	July 22	Widder & Co.		
Decima	Brit.	Christiansen	str.	945	18	3180	July 18	Stamensen & Co.		
Euphrates	Brit.	Edwards	str.	1690	29	3180	July 29	Russell & Co.		
Fairbridge	Brit.	Goddard	str.	1336	25	3180	July 25	Stamensen & Co.		
Haiphong	Brit.	Harris	str.	1122	25	3180	July 25	Douglas Steamship Co.		
Haiphong	Brit.	Aubert	str.	874	27	3180	July 27	Messageries Maritimes		
Haitan	Brit.	Ashton	str.	1182	27	3180	July 27	Douglas Steamship Co.		
Holene Richmers	Brit.	Hess	str.	2008	24	3180	July 24	Order		
Kastan	Brit.	Massmann	str.	786	27	3180	July 27	Widder & Co.		
Kwang Lee	Brit.	Lang	str.	397	27	3180	July 27	Butterfield & Swire		
Ningpo	Brit.	Lang	str.	1508	27	3180	July 27	M. S. S. Co.		
Oceanic	Brit.	Smith	str.	3803	20	3180	July 20	O. S. S. Co.		
Oxus	Brit.	Delacroix	str.	1898	27	3180	July 27	Messageries Maritimes		
Pemphos	Brit.	Johannsen	str.	1511	27	3180	July 27	Edwards Schellness & Co.		
Pilot Fish	Brit.	Benson	str.	1011	28	3180	July 28	Yuen Fat Hong		
Polix	Brit.	Hellman	str.	161	27	3180	July 27	H. K. & W. Dock Co.		
Priam	Brit.	Wilding	str.	1803	27	3180</				